

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 EURE-00 SSO-00 NSCE-00 INRE-00 CIAE-00
PM-04 H-01 INR-07 L-03 NSAE-00 NSC-05 PA-01 PRS-01
SP-02 SS-15 EB-08 FAA-00 DOTE-00 /060 W
-----091724Z 088865 /41

O R 091638Z MAR 77
FM AMEMBASSY ATHENS
TO SECSTATE WASHDC IMMEDIATE 9433
INFO AMEMBASSY ANKARA
AMEMBASSY LONDON
AMEMBASSY NICOSIA
USMISSION NATO
SECDEF WASHDC
HQS USAF WASHDC
CINCUSAFE

C O N F I D E N T I A L ATHENS 2166

EO 11652: GDS
TAGS: PFOR GR TU
SUBJECT: FLIGHTS ACROSS THE AEGEAN

REF: A. 76 STATE 257167 (NOTAL)
B. USDAO ATHENS IR 6 837 0033 77 (DTG 171045Z FEB 77)
(NOTAL)
C. USDAO ATHENS 0131 DTG 241440Z FEB 77 (NOTAL)
D. USDAO ATHENS 0156 DTG 031440Z MAR 77 (NOTAL)

EUR/SE ALSO FOR AMBASSADOR KUBISCH

1. SUMMARY. THE GOG HAS RECENTLY MADE IT CLEAR TO US THAT ALL FUTURE CLEARANCES FOR FLIGHTS OVER THE AEGEAN WILL BE ISSUED ONLY ON CONDITION THAT ANY SUCH FLIGHTS COMPLY WITH GREEK NOTAM 1018. EXISTING REPORTING PROCEDURES BY US AIRCRAFT OVERFLYING THE AEGEAN AND CERTAIN NOTATIONS ON DOD FLIGHT INFORMATION CHARTS BASED ON TURKISH NOTAM 714 ARE
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VIEWED BY THE GOG AS VIOLATIONS OF GREEK NOTAM 1018 AND WILL LEAD TO DISAPPROVAL OF FUTURE US DIPLOMATIC CLEARANCE REQUESTS. WE RECOMMEND DELETION OF THE NOTATIONS IN QUESTION FROM THE CHARTS AND ADOPTION OF A NEW REPORTING PROCEDURE. END SUMMARY.

2. CERTAIN RECENT DEVELOPMENTS IN CONNECTION WITH

FLIGHTS ACROSS THE AEGEAN CONVINCE US THAT IT WILL NO LONGER BE POSSIBLE TO GET GOG PERMISSION FOR SPECIAL FLIGHTS THROUGH THIS CLOSED AIR SPACE UNLESS WE MAKE CHANGES IN CURRENT US PROCEDURES. IN ADDITION, WE CAN BE ACCUSED OF HAVING SIDED WITH THE TURKS IN AIR SPACE CONTROVERSY.

3. IN MID-FEBRUARY THE GREEK AIR FORCE PROTESTED TO THE BRITISH EMBASSY HERE THAT BRITISH RADIO NAVIGATION CHARTS SUPPORT TURKISH NOTAM 714 OF AUGUST 1974 (REF B.) THE SUBSTANCE OF THE GREEK PROTEST WAS THAT BY PUBLISHING INFORMATION FROM THE TURKISH NOTAM ON THEIR NAVIGATION CHARTS THE BRITISH WERE IGNORING GREEK NOTAM 1018 WHICH DECLARED THE TURKISH NOTAM ILLEGAL. NEARLY IDENTICAL INFORMATION IS ALSO INCLUDED IN NOTATIONS ON US NAVIGATION CHARTS (DOD FLIGHT INFORMATION PUBLICATION ENROUTE HIGH ALTITUDE EUROPE, NORTH AFRICA AND MIDDLE EAST, SHEET H-8 DATED FEB 24, 1977). (THESE NOTATIONS FIRST APPEARED IN LATE 1976 AND TO THE BEST OF OUR KNOWLEDGE WERE NOT INCLUDED IN EARLIER CHARTS, ALTHOUGH TURKISH NOTAM 714 WAS ISSUED ON AUGUST 7, 1974.) WE UNDERSTAND ON GOOD AUTHORITY THAT A WRITTEN PROTEST TO US HAS BEEN DRAFTED AND IS AWAITING APPROVAL BY THE GREEK MINISTER OF NATIONAL DEFENSE.

4. ON MARCH 1, THE EMBASSY'S AIR ATTACHE RECEIVED A FORMAL LETTER FROM THE HELLENIC AIR FORCE COMMAND (HAFIC) CONCERNING NONCOMPLIANCE BY A USAF AIRCRAFT OF GREEK NOTAM 1018 ON JAN 10, 1977 (REF D). THE LETTER CONCLUDED THAT US AIRCRAFT, WHICH ARE GIVEN "SPECIAL CONFIDENTIAL

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PERMISSION FOR US CONVENIENCE TO USE CLOSED AIRWAYS," MUST COMPLY STRICTLY WITH GREEK PROVISIONS REGARDING FLIGHTS OVER THE AEGEAN AND THAT, IF SIMILAR VIOLATIONS OCCUR, FUTURE REQUESTS FOR FLIGHTS OVER THE AEGEAN WILL BE DISAPPROVED. THE AIR ATTACHE HAS REQUESTED INFORMATION REGARDING THIS FLIGHT FROM CINCUSAFE. ON THE BASIS OF THE INFORMATION AVAILABLE TO US WE SUSPECT THAT THE PILOT OF THIS FLIGHT FOLLOWED THE REPORTING INFORMATION IN THE DOD FLIGHT INFORMATION PUBLICATION, WHICH THE GREEKS SAW AS COMPLIANCE WITH TURKISH NOTAM 714.

5. COMMENT: THESE DEVELOPMENTS MAKE IT CLEAR THAT IT HAS BECOME EXCEEDINGLY DIFFICULT, IF NOT IMPOSSIBLE, FOR US TO OPERATE SPECIAL FLIGHTS ACROSS THE AEGEAN IN SUCH A WAY AS TO AVOID GETTING INVOLVED IN THE AEGEAN AIR SPACE CONTROVERSY. THE GOG HAS CLEARLY PUT US ON NOTICE THAT IT WILL INSIST ON FULL COMPLIANCE WITH ITS NOTAM 1018 AND WILL DISAPPROVE ANY FUTURE DIPLOMATIC CLEARANCE REQUESTS FOR FLIGHTS ACROSS THE AEGEAN IF ANOTHER US AIRCRAFT, IN MAKING ITS POSITION REPORTS, VIOLATES, AS

THE GREEKS SEE IT, GREEK NOTAM 1018. IF WE WANT TO BE ABLE TO OBTAIN DEIPLOMATIC CLEARANCES IN THE FUTURE FOR CERTAIN FLIGHTS ACROSS THE AEGEAN, WE WILL HAVE TO ADOPT A NEW POSITION-REPORTING PROCEDURE AND ALSO DELETE FROM THE DOD FLIGHT INFORMATION PUBLICATION CHART THE CURRENT NOTATIONS BASED ON TURKISH NOTAM 714 REPORTING REQUIREMENTS.

6. WE NOTE FROM THE DOD FLIGHT INFORMATION PUBLICATION "GENERAL PLANNING" OF DECEMBER 2, 1976 THE PROVISION IN SUBPARAGRAPH C OF "SECTION C - ENROUTE 5-16, ENROUTE CLEARANCES," WHICH READS "PILOTS ENTERING FIR/UIR BORDERS AND UTA'S WILL CONTACT THE APPROPRIATE ACC IN THE NEXT AREA 5 MINUTES BEFORE ENTRY INTO THAT AREA, TO CONFIRM ATC CLEARANCE WITHIN THE NEXT AREA, UNLESS CLEARED BY THE ADJACENT ACC." WE BELIEVE WE SHOULD FOLLOW THIS PROCEDURE, RATHER THAN THANT CONTAINED IN REF A OR THE ONE RECENTLY SUGGESTED IN REC C, AS A WAY OF MEETING
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TURKISH REPORTING REQUIREMENTS.

7. WE SHOULD KEEP IN MIND THAT WHAT WE ARE TALKING ABOUT ARE THE APPROXIMATELY 2 TO 4 FLIGHTS ACROSS THE AEGEAN PER MONTH ORIGINATING OR ENDING IN IZMIR. FLIGHTS TO OR FROM ANKARA AND INCIRLIK CAN EASILY FOLLOW THE SOUTHERN APPROACH WITH A MINIMAL INCREASE IN FLYING TIME. IN ANY CASE, WE BELIEVE IT IS IN THE US INTEREST TO MINIMIZE TRANS-AEGEAN FLIGHTS AS MUCH AS POSSIBLE AND TO REQUEST SPECIAL GOG CLEARANCE IN EXCEPTIONAL CASES ONLY.
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01-Jan-1994 12:00:00 am
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AVIATION REGULATIONS, FLIGHT CLEARANCES, AEGEAN
Control Number: n/a
Copy: SINGLE
Sent Date: 09-Mar-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1977ATHENS02166
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: GS
Errors: N/A
Expiration:
Film Number: D770081-0412
Format: TEL
From: ATHENS
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1977/newtext/t19770380/aaaacrvy.tel
Line Count: 150
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: e0785ebb-c288-dd11-92da-001cc4696bcc
Office: ACTION EUR
Original Classification: CONFIDENTIAL
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: CONFIDENTIAL
Previous Handling Restrictions: n/a
Reference: 76 STATE 257167
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 30-Sep-2004 12:00:00 am
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3169991
Secure: OPEN
Status: NATIVE
Subject: FLIGHTS ACROSS THE AEGEAN
TAGS: PFOR, GR, TU
To: STATE
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/e0785ebb-c288-dd11-92da-001cc4696bcc
Review Markings:
Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
22 May 2009
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 22 May 2009